

GREAT FALLS GROWING.

The Young City Striding Rapidly
Ahead as a Manufacturing
Center.

Important Industries That Will
Soon Be Located in the
City.

Railroad Projects Under Consideration—A
Big Smelter and Refinery to
Be Established.

GREAT FALLS, Nov. 13.—[Special.]—The first glimpse of Great Falls is hardly caught before the stranger is impressed with the vigorous life of the young metropolis. After a ride of hundreds of miles from the east over an almost unbroken tract of country his train is suddenly whirled over a network of switches covered with long lines of moving freight trains, and in a moment more the new city lies before him. Nature never offered a better site for a town or gave it more generous advantages. On a broad plain, unmarred by hills and within easy access of its wonderful water power, Great Falls was laid out by the best engineering skill that could be commanded. A far away glance at the town shows that the men to whom it owes inception had a proper appreciation not only of the business possibilities of their venture, but that they also proposed to give the city an attractive appearance. This becomes more evident as a nearer approach to the city brings to view the broad avenues and pleasing styles of architecture. The fact that Great Falls is a new town is emphasized as the visitor leaves the train by a sight of the railroad depot. This is composed of a series of three unpainted frame shanties constructed with no noticeable regard for beauty. However, the life around this crude affair, which will doubtless soon be replaced by a handsomer structure, is suggestive of the business prosperity of the city. The uncovered platform swarms with laborers on the way to construct new railroads, and citizens who have come to welcome new residents from the east. The first building to catch the eye is a pleasant surprise. It is a large hotel, built in the Queen Anne style, situated in the rear of a pretty park. The citizens may well take pride in pointing it out as one of the features of the city, for it is an architectural beauty. Your name is hardly on the register before the conversation in the office and lobbies tells you that real estate is the business that brings many strangers to Great Falls. As is known throughout the country, the real estate boom in this city has shown remarkable proportions, and it shows no signs of abating. The activity of the market is shown by the transactions of the Water Power and Townsite company. During the last three months this company has sold \$300,000 worth of real estate, the sales in the last four weeks amounting to \$100,000. At the same time the population of the city has grown in a decidedly encouraging manner during the last year. What is still better, it is of a permanent character. The new residents have shown their intention of locating by building residences. There has been a boom in building this year that promises much for the future growth of the town. The majority of the residences have been built by the outsiders, many of them being handsome and substantial structures. Many residences are in process of construction and others will be erected in the spring.

The early comers of the business men of Great Falls had the sense to erect buildings of brick and stone, instead of the cheap false front wooden buildings usually seen in new towns. The result of this movement is that the business portion of the young city presents a handsome and permanent appearance. This will be further increased in a year when several business houses, already planned, will be erected. These will be four and five stories in height, and they have already been leased.

The industrial growth of Great Falls will naturally settle around the Black Eagle Falls, where the great water power is found. To render this water power more available an immense dam will be constructed during the coming year by the Water Power and Town Site company. By this, the fall of water, which is now twenty-seven feet, will be increased to fifty feet, and an enormous reserve power will be brought into use. The dam will be as strong as money and skill can make it. It will cost more than \$300,000, and will be the sole property of the company. The preliminary work of construction will be carried on this winter, and the entire work will be under the charge of J. T. Fenning, the noted hydraulic engineer of Minneapolis. The work will be finished by spring, and it is expected that the entire dam will be completed in about a year. The power furnished by Black Eagle falls is so great that it will probably be many years before the Rainbow and Great falls will be utilized for manufacturing purposes. The manufacturing outlook for Great Falls could hardly be brighter. The large smelter located at Black Eagle, which now uses 250 tons of ore a day, will soon be enlarged to use several times that amount. This change, of course, will increase the number of employees, and as a consequence many new dwelling houses will be built in the vicinity of the works.

The news that brought joy to Great Falls was the announcement that the Boston & Montana company would build their smelter at Black Eagle Falls. This enterprise will be located on the north side of the Missouri river, a short distance above the present smelter. The company's office will be opened in a few weeks and active preparations for the work will begin immediately. It is expected that the grading will be finished in a few weeks, when work will be suspended until spring. Then the buildings will be erected, and in a year the smelter will be ready for business. The Boston & Montana company is reported to have \$1,000,000 ready for the construction of the smelter.

It now seems reasonably certain that the Anaconda company will locate their proposed refinery at Great Falls. It will require a water pressure of ten thousand horse power to operate the machinery of the works, and that power but a minimum of the force that Black Eagle falls can furnish. In addition the Manitoba railroad offers unusual inducements to locate at Great Falls.

It is expected that a train of improvements will follow the establishment of these industries. Great Falls seems destined to be the manufacturing center of Montana. It has no rivals, and can present so many advantages for manufacturing enterprises.

With its water power facilities the city will be a great shipping point when the contemplated railroads are finished. It is already on a great trunk line railroad which will undoubtedly be extended to the Pacific coast. One of the best constructed railroads in the United States connects the city with Helena, Butte and points south.

The extension on the Sand Coulee road to Neihart and Barker is now under active way and will soon be finished. The mineral resources of these districts will then be turned to the interest of Great Falls. The ores will be brought to that point for smelting, and as they increase in quantity the

smelters will likewise increase in number. It is a difficult matter to determine the route of a railroad until its tracks are laid, but there are many reasons for believing that Great Falls will be practically the western terminus of the Great road through its trains may enter the city over the Manitoba road. It will strike the latter road at Sun River, twenty miles west of Great Falls. It is said that Sir Alexander Galt believes this to be the best route. The surveys are being made and the construction will begin in a few months.

The Northern Pacific road is considering the feasibility of running a branch road to Great Falls. If this is done the town will have all the railroad facilities possible to obtain and will be one of the best shipping points in the northwest. That its present advantages in that line are appreciated is shown by the fact that nearly 2,000,000 pounds of wool were shipped from here this year.

While the industrial growth of Great Falls has been going on, the municipal affairs of the city have been in nowise neglected. The system of water works recently completed at a cost of \$85,000, is most satisfactory evidence of the public spirit of the town. Water is forced at a pressure of from twelve to fifteen pounds into all parts of the city at very reasonable rates. A well organized fire department, with headquarters at a \$5,000 engine house, protects the city from any serious losses by fire.

One of the handsomest structures in Great Falls is the new public school building, completed last year. It is built of brick and is a substantial and well designed edifice.

The school year opened in September with a roll of 50 pupils under the charge of Prof.

W. Thompson, a recent graduate of Dartmouth college. The school work has been carefully graded and it will soon become one of the best known academies in the state.

This is the five-year-old town of Great Falls. No one knows what the coming five years will bring. The prospective enterprises mentioned are features of the near future, but they indicate the possibilities that are before the city.

ECONOMIC Foot-Dressing.

Harry La Schorn says: I have only one hobby, and that is shoes, or rather a peculiar fashion I have of wearing them. I used to think that a man got the best service out of a shoe by putting on the best pair a shoe and holding it in his pocket without wearing it constantly until the leather gave way somewhere, but I now think that is the most extravagant way of dressing the feet. I am never without three or four pairs of shoes in good wearables condition. I never wear the same pair two days in succession, and at least once a month I go over each pair with a brush dipped in vaseline. Thus with three pairs of shoes I give each pair one day of work and two days of rest, and the leather has time to regain its elasticity and stretch out the wrinkles the foot has made. These wrinkles become breaks in the leather when the shoe is continuously worn. The vaseline is better than any other oil for fine leather. I used to wear out four pairs of \$3 shoes a year, one at a time. The same number now last me two years.

Winter Excursions to California.

On the 15th day of every month the Northern Pacific Railroad company will sell excursion tickets to San Francisco and return at \$75; to Los Angeles and return \$94. These tickets have an extreme limit of six months from date of issuance and can be used going any time within sixty (60) days from date of sale. Stop-overs allowed at any point desired—either going or returning—within limit of ticket. Excursions have choice of two routes from Portland—by steamer, or by rail, via the famous Mount Shasta route.

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